

Transportation Special Revenue Funds - Consolidated

DESCRIPTION OF MAJOR SERVICES

Road Operations is responsible for the operation, maintenance, and improvement of the County's road system that currently includes approximately 2,768 miles of roadways. Additional activities include administration, planning, design, construction, land development, and traffic operations.

Budget at a Glance

Total Expenditure Authority	\$166,366,679
Total Sources	\$101,917,051
Fund Balance	\$64,449,628
Total Staff	355

The Division's routine maintenance activities include patching and crack filling on approximately 7,500 lane-miles of asphalt pavement, grading of 533 miles of unpaved roads, shoulder maintenance, snowplowing of over 300 miles of mountain roads, traffic signal maintenance at 56 intersections, roadside weed abatement in urban areas, traffic sign and pavement striping maintenance throughout the system, storm repairs and cleanup, maintenance of 380 bridges and thousands of concrete box and metal pipe culverts, as well as maintenance of drainage facilities such as inlets, ditches, dikes, and gutters. Maintenance functions are provided through 13 yard districts with regional facilities located to best serve the 20,000 square-mile area of the County.

Road activities are funded almost entirely from highway-users sources. These sources consist primarily of state and federal fuel taxes (Highway Users' Tax or Gas Tax), voter-approved state transportation infrastructure bond (Proposition 1B – a one-time funding source), local transportation funds generated by sales tax revenues (Measure I), and development fees. The Department has eight established local transportation fee plans (Facilities Development Plans) and one regional transportation fee plan (Regional Development Mitigation Plan) within 16 subareas throughout the County to collect funds for the purpose of mitigating the impacts of new development. Construction of major improvements (such as new roads, bridges, or adding of lanes) is limited to a few projects per year based on available financing.

Currently, the County's maintained roads are, on average, at a Pavement Condition Index (PCI) of 76 ("very good") with some roads below a PCI of 55 ("fair"). Over the years, the Gas Tax and Measure I funding have declined while costs have increased. In 2011-12, the Division expended \$18.0 million for activities related to maintaining the pavement condition level of the County Maintained Road System, out of which \$7.6 million was contributed by the general fund. While there are still one-time Proposition 1B funds, Gas Tax, and Measure I allocated for Pavement Management Projects this year, it is anticipated that additional funding in the amount of \$5 million is necessary to continue to maintain the current road condition. For 2012-13, the general fund is providing a one-time allocation of \$5.0 million to supplement departmental funding to ensure that the pavement condition does not deteriorate. Furthermore, in order to improve those roads that are below a "fair" status, an additional \$12.0 million ongoing would be needed.

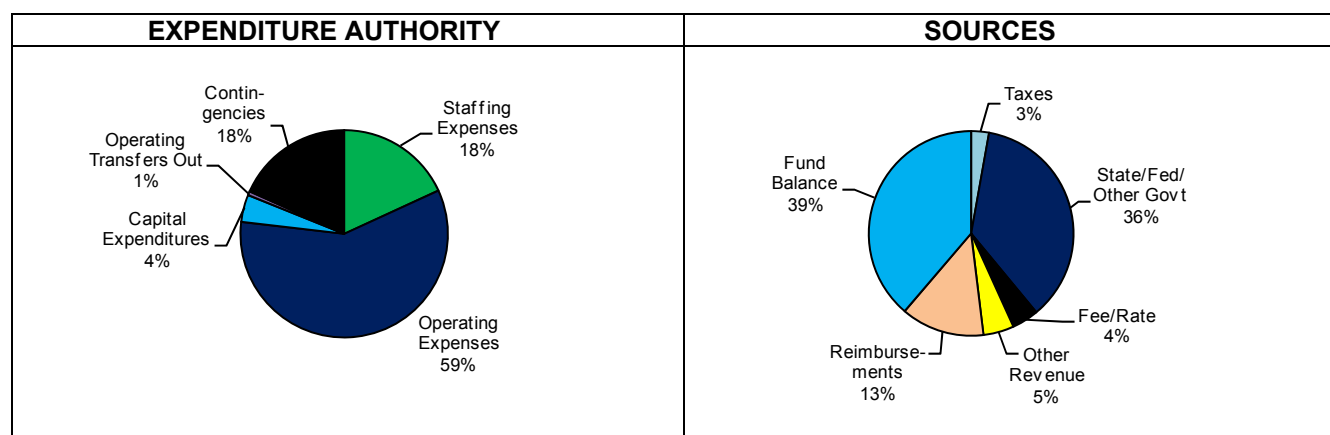
Measure I is a Countywide one-half cent sales tax that was passed by the voters of San Bernardino County in November 1989 (1989 Measure), and extended by voters in 2004 (2004 Measure), to provide funding for transportation improvements until 2040. Measure I provides funding for roadway resurfacing, rehabilitation, and widening projects, as well as traffic signal projects throughout the county. The County is divided into six sub-areas, and the Measure I funds received must be spent within the sub-area in which they were collected. The sub-areas are as follows: North Desert, Morongo Basin, San Bernardino Mountains, Colorado River, Victor Valley, and San Bernardino Valley.

Facilities Development Plans were established by County ordinance to collect fees for new construction on roads within the boundaries of the established fee areas. Fee ordinances have been approved in the areas of Helendale/Oro Grande, High Desert (Phelan and Pinon Hills), Lucerne Valley, Oak Glen, Yucaipa, Oak Hills, Snowdrop Road, South & East Apple Valley, and Summit Valley. Interim fee plans in the areas of Big Bear and Joshua Tree have been approved to collect fees pending final approval from the residents. Yucaipa and Oak Glen were dissolved in 2007 due to annexation.

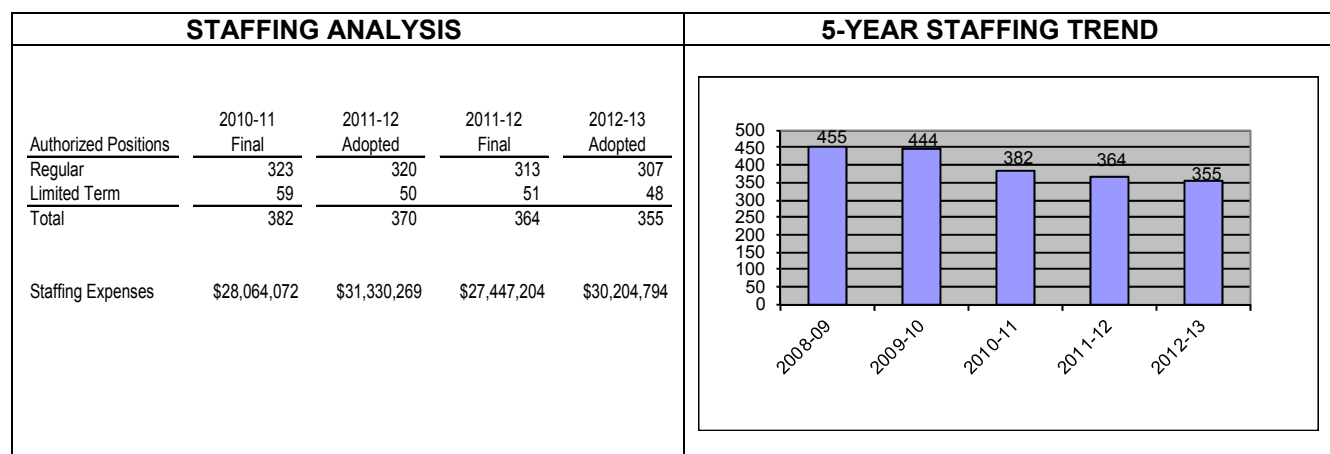


Regional Development Mitigation Plan was adopted by the Board of Supervisors in 2006 to generate fair-share development contributions to regional transportation needs, including freeway interchanges, regional arterials, and railroad grade separation projects. The County of San Bernardino's development contribution target shares were calculated for each of the unincorporated city spheres of influence in the San Bernardino Valley and Victor Valley as part of San Bernardino Associated Governments' (SANBAG) Development Mitigation Nexus Study. Development impact fees are collected at the time of issuance of a building permit for all residential, commercial, and industrial development. When sufficient fees are collected to cover the development contribution fair-share amount of projects, applications are submitted to SANBAG for the Measure I and/or federal and state funds necessary to construct the regional arterial roads, freeway interchanges, and railroad grade separation projects listed in the Regional Development Mitigation Plan. The Regional Development Mitigation Plan was updated with the effective date of August 25, 2012.

2012-13 ADOPTED BUDGET



BUDGETED STAFFING



ANALYSIS OF 2012-13 ADOPTED BUDGET

GROUP: Operations and Community Services
 DEPARTMENT: Public Works - Transportation
 FUND: Transportation Special Revenue Funds - Consolidated

BUDGET UNIT: Various
 FUNCTION: Public Ways and Facilities
 ACTIVITY: Public Ways

	2008-09 Actual	2009-10 Actual	2010-11 Actual	2011-12 Actual	2011-12 Final Budget	2012-13 Adopted Budget	Change From 2011-12 Final Budget
Appropriation							
Staffing Expenses	27,799,167	26,783,427	28,064,072	27,438,880	27,447,204	30,204,794	2,757,590
Operating Expenses	35,854,922	30,058,175	77,281,457	70,884,541	71,160,270	97,625,969	26,465,699
Capital Expenditures	4,826,583	2,570,520	6,556,695	6,854,687	6,933,900	7,099,807	165,907
Contingencies	0	0	0	0	54,620,045	30,418,316	(24,201,729)
Total Exp Authority	68,480,672	59,412,122	111,902,224	105,178,108	160,161,419	165,348,886	5,187,467
Reimbursements	(3,318,880)	(6,101,911)	(16,986,373)	(18,621,122)	(18,720,609)	(21,932,146)	(3,211,537)
Total Appropriation	65,161,792	53,310,211	94,915,851	86,556,986	141,440,810	143,416,740	1,975,930
Operating Transfers Out	1,460,000	11,318,805	214,098	5,119,090	5,119,589	1,017,793	(4,101,796)
Total Requirements	66,621,792	64,629,016	95,129,949	91,676,076	146,560,399	144,434,533	(2,125,866)
Departmental Revenue							
Taxes	6,452,865	5,757,788	4,658,635	6,195,459	6,196,257	4,668,369	(1,527,888)
Realignment	0	0	0	0	0	0	0
State, Fed or Gov't Aid	49,570,348	70,482,121	56,212,604	60,477,497	60,477,718	60,222,893	(254,825)
Fee/Rate	3,435,712	1,941,752	5,038,763	5,274,361	5,352,001	7,005,472	1,653,471
Other Revenue	1,923,773	1,043,312	882,898	2,069,182	1,519,871	555,171	(964,700)
Total Revenue	61,382,698	79,224,973	66,792,900	74,016,499	73,545,847	72,451,905	(1,093,942)
Operating Transfers In	374,935	11,885,711	9,637,047	16,234,378	14,285,000	7,533,000	(6,752,000)
Total Sources	61,757,633	91,110,684	76,429,947	90,250,877	87,830,847	79,984,905	(7,845,942)
Fund Balance					58,729,552	64,449,628	5,720,076
Budgeted Staffing					364	355	(9)

BUDGET CHANGES AND OPERATIONAL IMPACT

Consolidated Special Revenue Funds are decreasing appropriation by \$2.1 million and reducing sources by \$7.8 million. Additionally, departmental fund balance has increased by \$5.7 million as a result of carrying forward funds to cover the costs of road construction projects that will take place in 2012-13 or later. Staffing expenses include an increase of \$2,757,590 in spite of the elimination of 9 vacant positions. This increase is due to annual salary increases, benefit cost increases, and \$1.1 million budgeted for seasonal snow removal workers which costs will only be incurred if snow levels require supplemental labor to maintain the roads. While road construction PCI projects and routine maintenance will still be funded at \$18.0 million and \$23.0 million respectively and other departmental functions such as traffic safety and support will still be maintained at the same level, there is a \$26.5 million increase in operating expenses. This increase is partially due to an increase of \$1.0 million in Road Liability insurance which represents a 200% increase since 2010-11. The additional cost increases are primarily related to a \$31.8 million increase in new road construction projects including \$17.0 million in Proposition 1B projects, with a good portion going towards PCI projects, \$8.0 million for a portion of the construction phase of the Glen Helen Grade Separation project, \$2.2 million for Lenwood Road bridge repair, \$2.1 million toward Sierra Avenue improvements, and \$2.5 million for medians on Cedar Avenue and Valley Boulevard. This increase is partially offset by a reduction of \$9.0 million for completed or encumbered projects including Southfork Road, Rotary Way signal installation, Calabash Avenue rehabilitation project, Fontana and Montclair area slurry seals and the completion of a diesel particulate installation program for heavy equipment. Other changes increased by \$0.9 million due to anticipated right-of-way expenses for current projects. Transfers among the funds increased by \$1.8 million primarily due to increased contributions from Measure I for various road projects.

Capital expenditures are increasing by \$165,907 due to \$457,000 increases in right-of-way and land purchases related to the Glen Helen grade separation project which are partially offset by decreases in equipment and vehicle purchases. The Department is also planning to utilize \$24.2 million which were in contingencies for the new road construction projects mentioned above. Reimbursements are increasing by \$3.2 million primarily due to Measure I contributions for joint participation projects and snow removal costs. Operating transfers out are decreasing by \$4.1 million primarily due to a one-time transfer to the general fund in 2011-12 for SANBAG share of the Pepper Avenue at Valley Boulevard intersection improvement project.



Departmental revenue is decreasing by \$7.8 million due to a decrease of \$1.7 million for Highway Users Tax (Gas Tax) based on projected revenues, \$1.5 million in other government aid for projects funded in 2011-12, \$2.1 million for reduced interest earnings and reduced one-half cent Measure I revenue, and a \$6.8 million decrease for operating transfers in from General Fund for contributions to various projects, including a \$3.0 million reduction in funding for PCI projects since one-time Proposition 1B funds are being primarily used to fund this activity. This decrease is partially offset by \$2.7 million increase in Federal aid for Cedar Avenue and Valley Boulevard median installation projects and Needles Highway realignment project, and \$1.6 million for contributions from other local agencies for shares of joint participation projects.

PROGRAMMATIC INFORMATION

With the focus of the Transportation Division being the maintenance of the County Maintained Road System, public safety, and infrastructure improvements, a variety of road related projects have been identified for 2012-13.

- Major rehabilitation and overlay projects are primarily being funded with General Fund, Proposition 1B, Measure I, and Gas Tax. These projects include 4.8 miles of Sheep Creek Road, 1.2 miles of Phelan Road, Cherry Avenue between Whittram and Foothill, Cedar Avenue and cooperative projects with Barstow, Apple Valley and Fontana.
- Currently budgeted at \$2.5 million, surface and chip seal projects are designed to protect road surfaces that are already in good condition. At \$30,000 to \$45,000 per mile, this is a low cost way to maintain the PCI at "very good" for the County Maintained Road System. In comparison, rehabilitating one mile of road can cost as much as \$560,000 per mile depending on specific project variables.
- Major infrastructure improvements that are fully funded include: Lenwood Road Grade Separation project, Glen Helen Parkway Grade Separation project, Yates Road reconstruction and soundwalls, and Slover Avenue Widening Phase I. Additionally, pending final determination from the State Department of Finance, construction on two Cherry Avenue projects is planned; Interstate 10 Cherry Avenue Interchange and the completion of Phase II of the Cherry Avenue – Whittram to Foothill widening and overlay project. Design of the widening of Ranchero Road in the Oak Hills area is underway and includes construction of a signal at Escondido Avenue. Although the project is not fully funded, construction can be phased and funds are available for the signal and a substantial amount of widening.
- To improve public safety, medians are being installed on Valley Boulevard and Cedar Avenue and crosswalk lights are being installed on Beech Avenue at Pine Street with 90% funding from Highway Safety Improvement Program grants, signals are being installed on Valley Boulevard at Banana Avenue and Slover Avenue at Larch Avenue with funding from General Fund, Proposition 1B, and Measure I, and sidewalks are being constructed at various locations using Safe Routes To Schools (SR2S), Community Development Block Grants, and Gas Tax for the local share.
- Additionally, several drainage improvement projects designed to improve public safety, including Spruce Avenue, Escondido Avenue, Phelan Road, Twenty-Fourth Street, and Institution Road for access to a Sheriff/Coroner/Public Administrator's facility are fully funded using Measure I, general fund, and Gas Tax, with Institution Road being budgeted only for the design phase in 2012-13. Culvert construction/slope protection projects are being designed for Old Waterman Canyon Road, Maple Lane, and Pine View Drive using Proposition 1B and Gas Tax; however, funding has not yet been identified for the construction phase of these projects.
- The Federal Highway Bridge Program (HBP) is a major funding source for bridge repair and replacement. Garnet Street Bridge, Yermo Road Bridge, and several bridge repair and replacement projects on National Trails Highway are being funded 88.53% through HBP with local share being funded by Gas Tax.
- The following major widening projects are funded only through the design stage: Summit Valley Road, Shadow Mountain Road and Rock Springs Road Bridge replacement. Additionally, environmental clearance on the Interstate 10 Cedar Avenue Interchange is expected in fall 2012.



DETAIL OF 2012-13 ADOPTED BUDGET

	2012-13			
	Appropriation	Revenue	Fund Balance	Staffing
<u>Special Revenue Funds</u>				
Road Operations	113,865,235	71,748,466	42,116,769	355
Measure I	21,753,930	5,307,416	16,446,514	0
Facilities Development Plans	2,892,278	62,786	2,829,492	0
Regional Development Mitigation Plan	5,923,090	2,866,237	3,056,853	0
Total Special Revenue Funds	144,434,533	79,984,905	64,449,628	355

Road Operations includes appropriation of \$113.9 million, out of which \$30.2 million is for labor to fund 355 positions; \$77.6 million is for operating expenses including road maintenance, equipment and materials purchases, vehicle maintenance, county internal service and administrative expenses, insurance, professional services for road construction projects, and transfers for labor and equipment usage within all Department of Public Works divisions; \$7.1 million is for capital expenditures, out of which \$5.0 million is to fund the purchase of land and right-of-way needed for the planned road construction projects and the other \$2.1 million is to replace equipment and vehicles that are needed for the daily operations of the Department; \$20.4 million is reimbursements from other Department of Public Works divisions for labor and equipment usage (\$19.8 million) and from the Community Development and Housing Department (\$0.6 million) for sidewalks, \$1.0 million is for capital improvement projects which will be managed by the Architecture and Engineering Department primarily to build two new cinder buildings at the Wrightwood and Running Springs Yards to improve employee safety and increase efficiency, and \$18.4 million is contingencies for future construction projects and a new cost accounting system.

Departmental revenue of \$71.7 million consists of \$46.9 million in Gas Tax, a \$1.7 million decrease from 2011-12, \$10.2 million in other state and federal aid for construction projects, out of which \$3.9 million is from SANBAG for this year's current share of the Glen Helen Grade Separation project and the Rotary Way signal installation, \$6.6 million for fees for services and from other government agencies for joint participation projects, including \$3.7 million from the San Bernardino County Redevelopment Agency for the Cherry at I-10 interchange improvement project, \$7.5 million in operating transfers in for General Fund contributions to pavement improvement projects, Valley Boulevard at Banana Avenue signal installation project, and a new cost accounting system, and \$0.5 million in miscellaneous revenue from other funding sources.

Measure I includes appropriation of \$21.8 million, out of which \$16.6 million is operating expenses for road construction projects, routine maintenance, and snow removal, and \$6.1 million is anticipated contingencies set aside for future road construction projects. Reimbursements of \$0.9 million represent payments from the Road Operations fund to partially fund a portion of costs associated with the Rancho Road project and the Phelan Road project. Departmental revenue of \$5.3 million consists of \$4.7 million in Measure I sales tax and \$0.6 million from City of Barstow and other governmental agencies for shares of joint participation projects.

Facilities Development Plans includes appropriation of \$2.9 million, out of which \$0.7 million is in operating expenses primarily for the design of Shadow Mountain Road in the Helendale/Oro Grande area and Rock Springs Road Bridge over the Mojave River in the southeast Apple Valley area. These expenses are partially offset by a reimbursement of \$0.6 million from the Measure I fund for a share of the Shadow Mountain project. Additionally, \$2.8 million has been allocated to contingencies for future construction projects. Departmental revenue of \$62,786 consists of anticipated development fees and estimated interest earnings.



Regional Development Mitigation Plan includes appropriation of \$5.9 million, out of which \$2.7 million is a transfer to the Road Operations fund for SANBAG 's public local share of Colton Avenue, Slover Avenue, and Reche Canyon Road rehabilitation projects, and \$3.2 million is allocated to contingencies for future road construction projects. Departmental revenue of \$2.9 million primarily consists of \$2.7 million for SANBAG's public share of various road rehabilitation projects, and \$161,000 in development fees and estimated interest earnings.

STAFFING CHANGES AND OPERATIONAL IMPACT

The department is eliminating 10 vacant positions including 1 Public Works Equipment Superintendent, 2 Engineering Technicians V, 1 Public Works Engineer II, 1 Contract Operations Safety Training Consultant, 2 Maintenance and Construction Workers I, 1 Secretary, 1 extra help Public Works Engineer IV, and 1 Public Service Employee. These are all vacant positions and will have no affect on departmental work flow. Additionally, 1 Engineering Technician IV is being transferred in from the Surveyor Division, 1 Staff Analyst I is being reclassified to an Accountant II and 1 Maintenance and Construction Supervisor II is being reclassified to a Maintenance and Construction Supervisor I to better serve the work requirements of the Department.

2012-13 POSITION SUMMARY

Division	Regular	Limited Term	Total	Filled	Vacant	New	Total
Administration	5	1	6	6	0	0	6
Design	28	0	28	27	1	0	28
Planning	19	1	20	18	2	0	20
Traffic	25	1	26	26	0	0	26
Operations	146	41	187	159	28	0	187
Contracts/Inspections	24	2	26	25	1	0	26
Traffic Operations Services	22	1	23	23	0	0	23
Land Development	11	1	12	11	0	1	12
Permits	7	0	7	7	0	0	7
Administrative Services	11	0	11	11	0	0	11
Budget/Revenue Claiming	5	0	5	5	0	0	5
Information Technology Services	4	0	4	4	0	0	4
Total	307	48	355	322	32	1	355



AdministrationClassification

- 1 Director of Public Works
- 1 Executive Secretary II
- 1 Secretary II
- 1 Staff Analyst II
- 1 Office Assistant III
- 1 Public Service Employee
- 6 Total

DesignClassification

- 1 Public Works Engineer IV
- 2 Public Works Engineer III
- 7 Public Works Engineer II
- 1 Supervising Land Surveyor
- 5 Engineering Technician V
- 5 Engineering Technician IV
- 4 Engineering Technician III
- 1 Engineering Technician I
- 1 Secretary I
- 1 Office Assistant III
- 28 Total

PlanningClassification

- 1 Chief Public Works Engineer
- 1 Public Works Engineer IV
- 3 Public Works Engineer III
- 2 Public Works Engineer II
- 1 Geographic Info. Systems Tech III
- 1 Engineering Technician III
- 3 Engineering Technician IV
- 1 Engineering Technician V
- 1 Supv. Transportation Analyst
- 4 Transportation Analyst II
- 1 Contract PSG Transp. Planner
- 1 Secretary I
- 20 Total

TrafficClassification

- 1 Public Works Engineer IV
- 3 Public Works Engineer III
- 2 Public Works Engineer II
- 1 Incident Reconstruction Specialist
- 2 Engineering Technician V
- 6 Engineering Technician IV
- 5 Engineering Technician III
- 3 Engineering Technician II
- 1 Secretary I
- 1 Office Assistant IV
- 1 Office Assistant II
- 26 Total

OperationsClassification

- 1 Chief Public Works Engineer
- 2 Public Works Operations Supt
- 10 Public Works Operations Supv
- 13 Maintenance & Const Supv II
- 3 Maintenance & Const Supv I
- 16 Maintenance & Const Worker II
- 12 Maintenance & Const Worker I
- 23 Equipment Operator III
- 69 Equipment Operator II
- 35 Equipment Operator I
- 1 Secretary I
- 1 Office Assistant III
- 1 Equipment Parts Specialist I
- 187 Total

Contracts/InspectionsClassification

- 1 Public Works Engineer IV
- 4 Public Works Engineer III
- 3 Public Works Engineer II
- 2 Contract Project Senior Inspector
- 4 Engineering Technician V
- 5 Engineering Technician IV
- 4 Engineering Technician III
- 1 Engineering Technician II
- 1 Secretary I
- 1 Office Assistant II
- 26 Total

Traffic Operations ServicesClassification

- 1 Public Works Operations Supv
- 2 Maintenance & Const Supv II
- 14 Maintenance & Const Worker II
- 3 Maintenance & Const Worker I
- 1 Equipment Operator III
- 1 Equipment Operator II
- 1 Equipment Operator I
- 23 Total

Land DevelopmentClassification

- 1 Chief Public Works Engineer
- 1 Public Works Engineer IV
- 1 Public Works Engineer III
- 2 Public Works Engineer II
- 1 Engineering Technician V
- 4 Engineering Technician IV
- 1 Secretary I
- 1 Office Assistant III
- 12 Total

PermitsClassification

- 1 Public Works Engineer III
- 1 Public Works Engineer II
- 4 Engineering Technician IV
- 1 Office Assistant III
- 7 Total

Administrative ServicesClassification

- 1 Public Works Chief Financial Officer
- 1 Administrative Supervisor II
- 1 Supervising Accountant II
- 2 Accountant II
- 1 Supv Accounting Technician
- 1 Accounting Technician
- 1 Reproduction Equipment Operator
- 2 Fiscal Assistant
- 1 Payroll Specialist
- 11 Total

Budget/Revenue ClaimingClassification

- 1 Budget Officer
- 3 Staff Analyst II
- 1 Fiscal Assistant
- 5 Total

Information Technology ServicesClassification

- 1 Business Systems Analyst II
- 1 Business Systems Analyst I
- 1 Automated Systems Analyst I
- 1 Automated Systems Technician
- 4 Total

